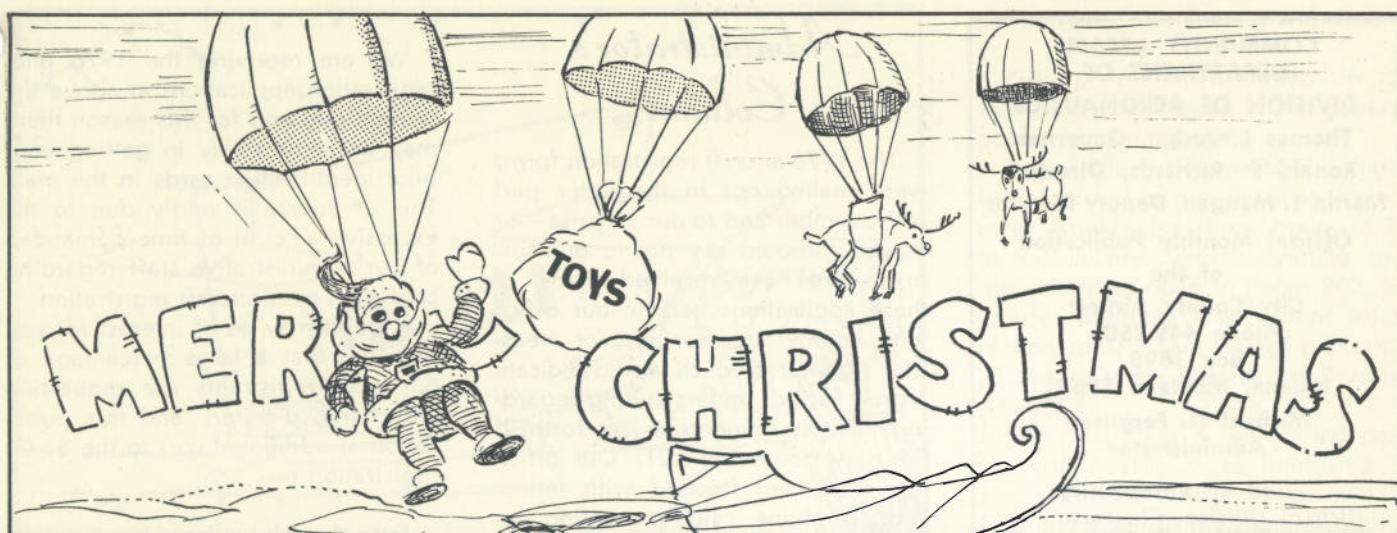




MONTANA AERONAUTICS DIVISION ★ MONTANA and the SKY

Vol. 26 — No. 12

December, 1975

1976 AIRCRAFT REGISTRATION REQUIREMENTS

A verbatim copy of House Bill 121 was printed in the July issue of this newsletter. However, there is so much misunderstanding and confusion regarding this legislation that we felt it would be worth while to print the bill again in its entirety. The law reads as follows:

AN ACT REQUIRING THE REGISTRATION OF CERTAIN AIRCRAFT

Be It Enacted By The Legislature of the State of Montana:

Section 1. There is a new R.C.M. section numbered 1-325 that reads as follows:

1-325. Aircraft must be registered —situs for registration. (1) Aircraft customarily kept in this state shall be registered with the department of intergovernmental relations, which may charge a fee therefore of not more than ten dollars (\$10). The registration shall be renewed annually on or before February 1 each year. This act shall not apply to:

(a) aircraft owned and operated by the federal government, the state or any political subdivision thereof;

(b) aircraft owned and held by an aircraft dealer solely for the purpose of resale;

(c) aircraft operated by an air-

line company and regularly scheduled for the primary purpose of carrying persons or property for hire in interstate or international transportation.

(2) An aircraft shall be registered as property within a particular county of the state. This county shall be the county of the owner's principal residence, if the owner is a natural person, or the owner's principal place of doing business in the state, if the owner is not a natural person. However, if the owner declares by affidavit that the aircraft is customarily kept at a landing facility in another county within the state, he may register the aircraft as property within such other county. All aircraft shall be subject to all state, county and school district tax levies and all other levies designated for aircraft or airport related uses. Such aircraft shall not be liable for other city tax levies.

Section 2. There is a new R.C.M. section numbered 1-326 that reads as follows:

1-326. Penalty for late registration, evasion, or false registration statement. (1) When an aircraft required to be registered under the provisions of this act is not registered on or before February 1 of the current calendar year, a penalty fee of one hundred dollars (\$100) shall be added to the registration fee and collected. Registration of an aircraft in

the name of the applicant for the year immediately preceding the year for which application for registration is made shall be prima facie evidence that the aircraft has been based in this state during the year for which application for registration is made.

(2) An application for registration shall be accompanied by a copy of the receipt for personal property tax paid, issued by the treasurer of the county where the aircraft is registered. A person who pays personal property tax on his aircraft to any jurisdiction other than the county where the aircraft is required to be registered is liable for the tax in that county without credit for such other taxes paid. In addition to this civil liability, a person who attempts to establish the situs of his aircraft in any jurisdiction other than the county where the aircraft is required to be registered with intent to avoid payment of taxes to that county commits the offense of false swearing as defined in section 94-7-203.

(3) A person who operates an aircraft required to be registered in the state without having in such aircraft a certificate of registration issued by the department of intergovernmental relations for that aircraft, commits a misdemeanor.

Section 3. There is a new R.C.M. (Continued on Page 3)

**COMMUNITY AFFAIRS
DEPARTMENT OF
DIVISION OF AERONAUTICS**
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Ronald P. Richards, Director
Martin T. Mangan, Deputy Director
**Official Monthly Publication
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WINDSOCKS

We now have in stock a large supply of 18", 24" and 36" vinyl coated, fluorescent, red windsocks for sale at our cost.

As we have received many requests for the 18" diameter size, they have been added to our inventory and are available at a cost of \$17.25 each.

The 24", which fit all of the state windsock standards, now cost \$20.00 each and the 36" are \$26.00.

The windsocks come equipped with metal grommets and sufficient twine to fasten to the windsock standard ring, and are reinforced for use on FAA type supports.

We also have a few metal windsock standards available for use on Montana airports for about \$125.00 each.

Administrator's Column

The 1976 aircraft registration forms were mailed out in the latter part of November and to our surprise—or maybe I should say not to our surprise—we have received many of these applications back in our office with county assessor and/or treasurer signatures which would indicate a great lack of understanding regarding the requirements as set forth in the new House Bill 121. Our office has also been flooded with letters and telephone calls requesting information on 1976 aircraft registration. We are informed by the Department of Revenue that 1975 tax paid receipts are not valid for 1976 aircraft registration and that aircraft cannot be assessed by the county assessors for 1976 taxes until January 1, 1976. In brief, 1976 taxes may be satisfied by one of the following:

1. Having your county assessor assess your airplane after January 1, 1976, paying your taxes and having the county treasurer sign the appropriate box provided on the application for aircraft registration form and then submitting it to the Aeronautics Division prior to February 1, 1976,

—OR—

2. If you have historically paid your aircraft taxes as a lien on real property you may continue to do so. In this case the county assessor must assess your airplane after January 1, 1976 and sign the appropriate box provided on the application for aircraft registration form, then submit it to this office prior to February 1, 1976.

Your county assessor and treasurer are informed of the above requirements and procedures. If there is any question in regard to 1976 aircraft registration, please feel free to call me personally or you may prefer to contact Mr. Slim Slattery of the Property Assessment Division of the Department of Revenue.

A verbatim copy of House Bill 121 is printed elsewhere in this publication.

* * * * *

We are receiving the 1976 pilot registration applications at above the normal rate and for this reason there may be some delay in getting your pilot identification cards in the mail. This of course is partly due to the excessive amount of time demanded of our administrative staff regarding confusion over aircraft registration.

I feel it may be of interest for you to know that a large percentage of our pilot registrants are requesting the charts, directory and this publication at additional cost to the \$1.00 registration fee.

* * * * *

Even though we have been experiencing adverse weather conditions the past couple of weeks, our flying requirements seem to be increasing. Maybe this is partly due to the road conditions. However, I would like to feel that the state agencies are realizing the many benefits gained from flying their personnel, not only savings in time and money, but also the safety factor. I feel that our policy of utilizing the Montana fixed base operators holding Part 135 certificates has proven to be a financially sound program. I hope to have some utilization figures available to present in our next publication. I feel that we certainly cannot be subject to criticism for using the FBO's around the state in lieu of long and costly deadhead flying by our Division aircraft, and especially in view of the fact that our pilots and airplanes are being heavily utilized.

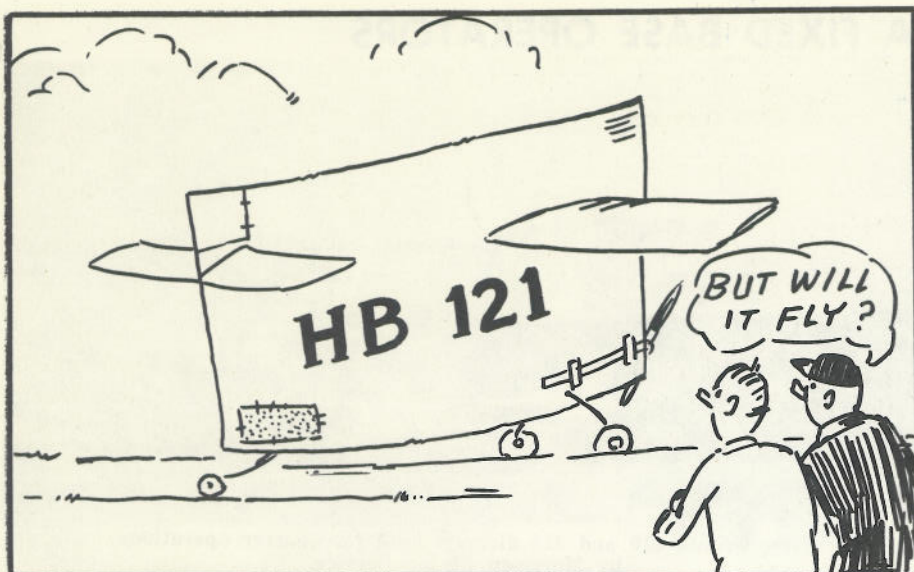
* * * * *

The Montana Airport Management Association is meeting in Helena this week and the Board of Aeronautics is meeting next week and we will have a report on these meetings in our next publication.

* * * * *

We are becoming concerned over complaints that many of the unicom radios based throughout the state are not being utilized as intended. Most of these complaints are registered by pilots who have found the unicom are merely not being turned on. Therefore, they are unable to

(Continued on Page 8)



(Continued from Page 1)

section numbered 84-4218 that reads as follows:

84-4218. Prorated taxes. A person who acquires an aircraft required to be registered under section 1-325 after February 1 in any year shall register the aircraft within thirty (30) days of acquiring it. The county treasurer shall prorate the personal property tax due on the aircraft for the remaining portion of the year in the manner provided for proration of motor vehicle taxes.

If you have any questions regarding the taxes, contact your county assessor, or Mr. Slim Slattery, Property Assessment Division, Department of Revenue, Sam W. Mitchell Building, Helena, Montana (Telephone 449-2808).

If you require additional information regarding aircraft registration, contact the Aeronautics Division, P.O. Box 1698, Helena, (Telephone 449-2506). The Aeronautics Division does not collect, or have any jurisdiction over aircraft taxes or tax assessments.

AVIATION EDUCATION NOTES

By: SAM GRIGGS, Supervisor
Aviation Education

The Private Pilot Ground School being taught at Carroll College for the benefit of college students and community alike, has met six times.

We have covered the following

topics: theory of flight, aircraft and engine operation, instrumentation, aircraft performance, and we have started weight and balance.

We have yet to cover the following topics by order: navigation and the computer, radio communications, Airman's Information Manual, flight

planning and terminating with weather.

Fifty people have signed up for the course. It is open to the general public free of charge.

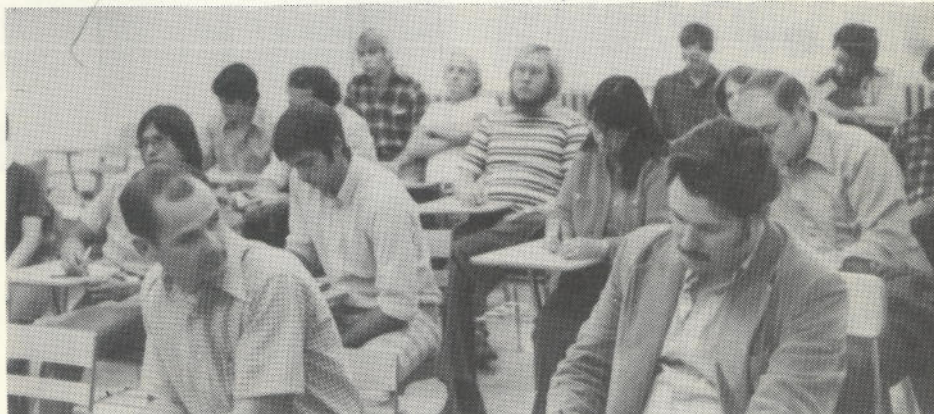
If you know of anyone who might be interested in one or all topics we meet weekly for three hours, 6:30 to 9:30 every Sunday evening that the college is open in Room 203, St. Charles Building. For further information contact Sam Griggs or Kermit Anderson at the Aeronautics Division 449-2506.

The next class to be started next fall will qualify those interested in the instrument written. It too will be free and open to the general public.

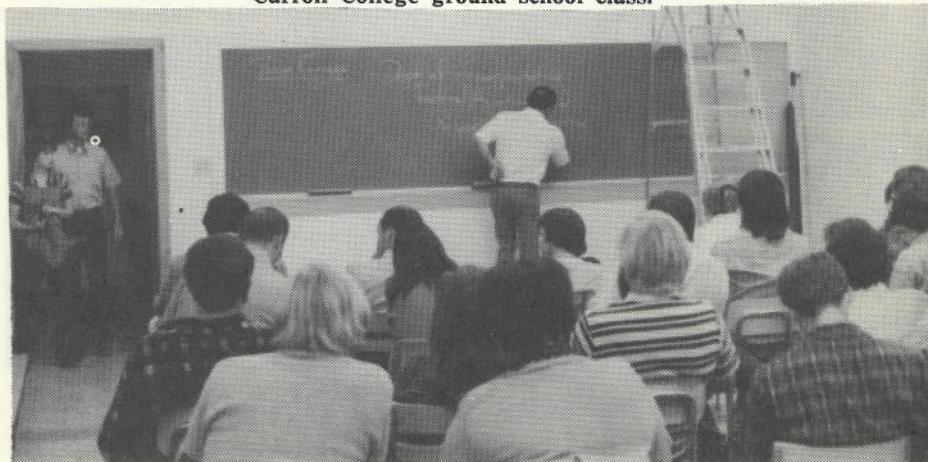
MINIMUMS

By: DALE UPPINGHOUSE
Accident Prevention Specialist
Billings GADO 1

We all regret losing the "Special VFR" privilege at some 33 airports around the country. We must admit, however, this is one of the most
(Continued on Page 6)



Carroll College ground school class.



HELENA FIXED BASE OPERATORS

MORRISON FLYING SERVICE

Since 1931 Morrison Flying Service has provided high quality aviation service to Montana. Located on the southwest ramp of the Helena Airport, Morrison's features air taxi, FAA and V.A. approved flight instruction, aircraft rental, complete airframe and powerplant maintenance, air ambulance, aircraft patrol and surveys, and all types of aviation products and fuels.

Elizabeth (Bitty) Herrin, co-owner of Morrison Flying Service, has served as President of the company since 1942. Bitty has been very active in aviation throughout her career. Besides working at the flying service and raising two sons and three daughters, she has found time to serve as state Secretary of the Montana Pilots Association, National Director of NATA, and Executive Secretary of MATA. She is also an honorary life member of MPA.

Jeffrey B. Morrison is co-owner and manager of Morrison Flying Service. Jeff is an airline transport pilot with CFII and GIAL ratings. He is also a designated pilot examiner. Before he became Manager of the flying service Jeff served in the army, worked as a pilot for Hensley Flying Service in Havre, and worked as Assistant Director of Aeronautics for the state of Idaho. Active in Montana aviation, Jeff has served as President of MATA of which he is currently a member of the Board of Directors. He also serves as a member of the Board of Regents of higher education of the Montana University System. Jeff is married and has one son and two daughters.

Pilots stopping at Morrison's can have their aircraft tied down on the ramp or hangared for the night. Ground transportation in the form of rental cars and taxis is readily available. If the weather is cold Morrison's line crew can provide engine pre-heat for your aircraft.



New Cessna 210 and 310 aircraft used for charter operations by Morrison Flying Service.



Elizabeth (Bitty) Herrin (left) and Jeff Morrison (right) co-owners of Morrison Flying Service.



Mike Overstreet (left) Capital Aero Flight Instructor stands with John Patten (right) Capital President, in front of one of the company aircraft.

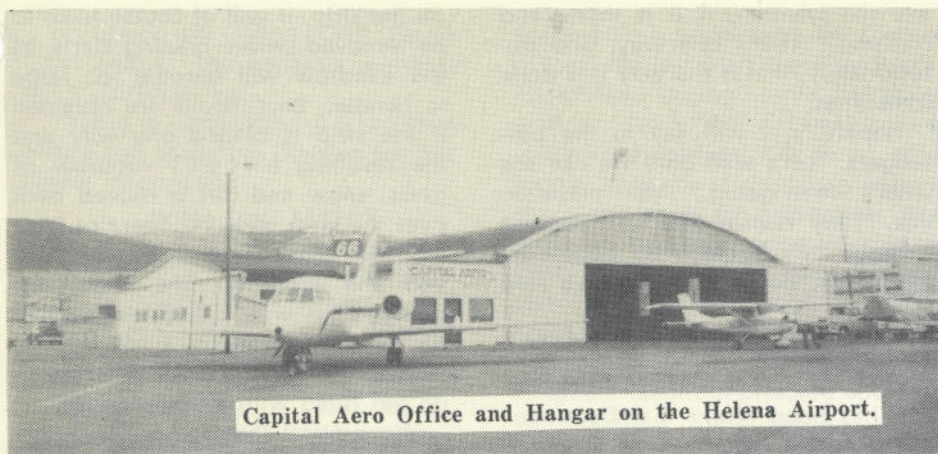
CAPITAL AERO

By: TED MATHIS

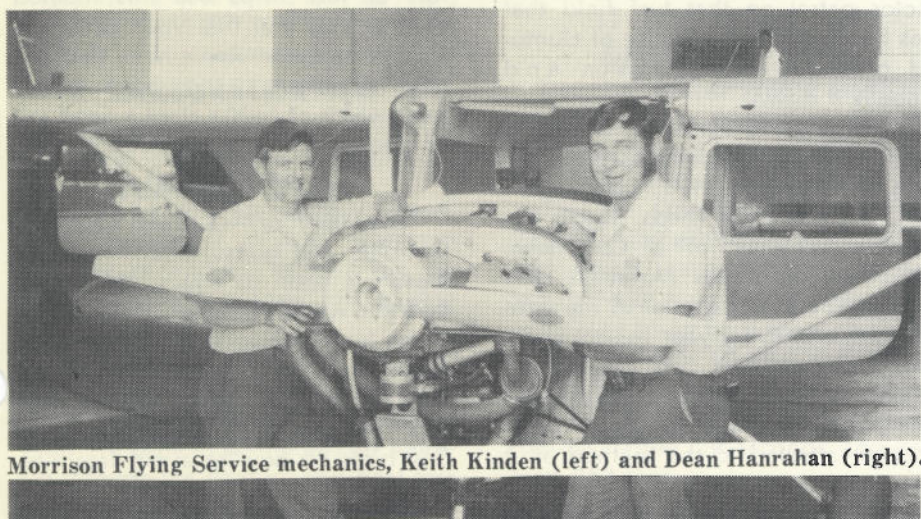
Capital Aero is located on the west ramp of the Helena Airport. They feature such aviation services as FAA and VA approved flight school, charter, air ambulance, soaring, sky diving, aircraft rental and basic aerobatics. Their service department offers Phillips petroleum products with 80/87, 100/130 octane avgas, tie-downs, heated hangar, airframe and engine repair, as well as engine pre-heat if needed.

John Patten is President of Capital Aero. John was born in Salt Lake City, Utah. His aviation career began with a hitch in the Navy as a flight crew member on A3D Skywarrior aircraft flying off the aircraft carrier U.S.S. Ranger. In 1965 he was hired by the National Weather Service and in 1968 he moved to Helena. John is a commercial pilot and a flight instructor. He serves as western vice president of the Montana Pilots Association and is a member of AOPA. Besides flying, John enjoys hunting, fishing, and skiing.

Pilots who stop at Capital Aero will find rental cars and taxis readily available as well as all of the other services offered by fine fixed base operation.



Capital Aero Office and Hangar on the Helena Airport.



Morrison Flying Service mechanics, Keith Kinden (left) and Dean Hanrahan (right).

AIRPORT MAINTENANCE SEMINAR

By: DAVID C. KNEEDLER, Chief
Airport/Airways Bureau

You may recall that in June of last year we held the first of what we intend to be annual airport maintenance seminars in West Yellowstone. The attendance at this gathering was somewhat sparse and we expected that this would be the case since this was our first attempt and a relatively new idea. We did, however, receive many enthusiastic remarks from those in attendance and these were appreciated and encouraging.

It is time for us to begin thinking about the next seminar which will again be handled by Ted Mathis of our office. Our purpose in mentioning this now is to have the benefit of your input and ideas. We want to handle it in whatever way will make it easiest for you to attend from

both a time and location standpoint. In evaluating the conference last June, we asked ourselves several questions such as: is June the best time of the year to hold it; is there a better location for it than West Yellowstone; were there ways in which the program content could have been improved; etc., etc.

We chose West Yellowstone as the location last year because it is a state-owned airport and we felt that our facilities there could be used to advantage in the seminar. We had hoped also that its proximity to Yellowstone National Park would encourage attendance with the dual purpose in mind of a side trip either before or after the business sections. June seemed to be a good month to have it since it is late enough in the spring to insure relatively good weather yet not far enough into the summer to interfere with vacations, etc.

We will appreciate receiving your thoughts on the above matters particularly with regard to location and time of the year that you would find it most convenient to attend. Any suggestions you have regarding subject matters or problem areas on your airport that would benefit all of us would also be very much appreciated. This program is in an early enough stage that we are not locked into any particular format, time or location and now is the time that your input would be of the most value.

NATIONAL SEARCH AND RESCUE CONFERENCE

By: JACK WILSON, Chief
Safety and Education Bureau

Jack Wilson, representing the Montana Aeronautics Division, attended the fifth annual conference of the National Association of Search and Rescue Coordinators in Denver, Colorado on December 4-7.

This association (NASARC) is concerned with all elements of search and rescue; its organization, training, and development.

Its objectives are: to support, coordinate, develop, inform, promote and implement search and rescue capabilities with the underlying principle of saving lives.

The latest conference at the Regency Inn was attended by 300 persons representing most states, many volunteer search and rescue groups and other related organizations, 19 federal agencies, and Puerto Rico, Taiwan, Germany, Indonesia, Mexico, France, Argentina and Canada.

Mr. Blair Nilsson, the Search and Rescue Coordinator for the State of Colorado, is NASARC president for 1976.

The conference keynote speaker was Russell Schweikart, NASA astronaut who has logged 241 hours in space flight which included serving as pilot of the Lunar Module (LM) for Apollo 9.

Current progress at the '75 meeting included development of training packages for seminars which will travel to requesting regions to further land search and rescue potential.

(Continued from Page 3)
abused clearances in the book. Without quoting this regulation word for word, let me try to explain it this way:

A Special VFR clearance simply says that you, the pilot, do not have to be able to see three miles while you are entering or leaving this control zone; but that you do have to be able to see at least one mile and you must remain clear of clouds. The controller cannot guarantee you good weather beyond the control zone. He can't even guarantee you good weather while in the control zone. You, the pilot, are expected to find out beforehand what the weather conditions are. It's really quite a simple clearance, but about the time we are sure that everyone understands that a special VFR clearance is **not** a clearance to fly through clouds, we find a new generation of pilots who don't understand.

Perhaps an addition to such a clearance of the phrase, "This is not a clearance to fly into clouds" would help. It shouldn't be necessary and it would add to the radio congestion.

The fact that the regulation allows us to fly with one mile visibility in the above instance does not necessarily make it a safe operation. We tend to lean on minimum weather regulations as a guarantee.

We don't have weather reporting stations every mile. Sometimes they are hundreds of miles apart. Let us say that I am a VFR pilot. I might take off from, say, Glasgow at night with a reported ceiling of 1,000 feet. That's a legal minimum by regulation, (Glasgow is in a control zone). By the time I have flown three miles, the clouds may be right on the ground. How will I know beforehand? The plain and simple truth is: "I probably won't know." The forecasters can give me an educated guess, but they won't know for sure. If the ceiling is 1,000 feet at Glasgow there is certainly no moonlight to light my way after I have left the city lights behind. How can I tell if the clouds are lowering or the visibility is lessening? By flying

into the weather, if it is there, and crashing? That's one way, and unfortunately, that is the way it is done sometimes.

Hopefully, I will say to the passengers, "Let's wait until we can see where we're going." Most pilots do this. They realize that just because a flight may be legal to depart by regulation, doesn't guarantee a safe flight.

DECEMBER BEST MONTH TO SMOOTH TURF FIELDS

It has been found that December is one of the best months to put a motor patrol on that turf field that has become rough because of clumped grass crowns or erosion and smooth it down.

According to information in a North Dakota Aeronautics Commission newsletter in 1971, Cam K. Larson, the Mayor of Leeds, North Dakota and owner of a Comanche, smoothed the Leeds Municipal Airport with a motor grader in the winter each and every year for ten years and they said that was one of the smoothest turf fields in the state. The North Dakota Aeronautics Commission attested to the method as it was used on the landing strip at the Border Crossing Airport near Noonan and resulted in a vast improvement.

The method consists of blading the landing area after the ground is frozen hard and the best time is of course when it has been cold for several days in a row to assure that the ground is frozen under light skiffs of snow. December lends itself as it usually gets cold enough and the ground is relatively bare of snow. If the snow cover is heavy and was deposited on unfrozen ground, the method may not work as snow insulates quite well and the ground remains rather soft.

In blading, when the ground is frozen, the grass crowns are sheared off along with small minor humps. Shearing off the crown does not disturb the plant roots and in the spring, no evidence of the blading, resulting in bald spots remains after a few weeks of growth.

If too much snow has accumulated

on the strip, it will of course have to be removed before blading starts, as the windrow will become too large to handle. Best results are obtained if the strip is bladed one way and the resulting excess windrow of grass, snow and dirt is moved back over the strip with the operator loosing the material on the way back with the windrow. The reason for doing it this way is two-fold, in that no windrow remains to dispose of next spring and the small depressions do get filled with excess material.

We suggest that owners or operators of turf strips use this method even if you feel that your particular strip is smooth. Remember that the next aircraft may not have spring gear which of course does a good job of ironing out a lot of rough bumps.

HYPOTHERMIA

"Hypothermia"—a grand name for frostbite; and guess what! Frostbite season is upon us again. Of all the aviation winter weather, this portion is the least discussed by the aviation world, and we are not going to go into a long dissertation on the subject. We would like to throw out a few hints on how to avoid frostbite, though.

1. Keep your feet, hands and head comfortably warm and dry at all times, and you will probably never get frostbitten.

2. Use the "layer" principle of clothing, and remove as many layers as is necessary when moving inside. (Hangar, aircraft, etc.) Do the opposite, of course, as you move into a colder or more windy environment.

3. Do not get gasoline or similar liquid on your skin, or **instant** frostbite can occur, due to removal of body heat by conduction and evaporation.

4. Alcohol (internally consumed) increases body heat loss by opening the small blood vessels in the surface of the skin.

5. Nicotine constricts these same blood vessels and interferes with the circulation, also causing heat loss. (Maybe we should drink and smoke at the same time, and come out **dead** even.)

6. Check the Wind Chill Factor Chart below. The negative numbers might surprise you.

Thanks to Connecticut Aviation Safety and Education Division for this timely information.

WIND-CHILL FACTOR							
WIND (MPH)	5	10	15	20	25	30	35
	27	16	7	-6	-15	-26	-35
	16	2	-9	-22	-31	-45	-58
	11	-6	-18	-33	-45	-60	-70
	3	-9	-24	-40	-52	-68	-81
	0	-15	-29	-45	-58	-75	-89
	30	20	10	0	-10	-20	-30
	-3	-18	-33	-49	-63	-78	-94
	-4	-20	-35	-52	-67	-83	-98
TEMPERATURE (F°)							

CARBURETOR ICE

By: HARRY W. DEMERLY
Accident Prevention Specialist
Helena GADO 5

Under certain atmospheric conditions, carburetor mixing chambers can get downright frigid. The resulting ice is a burden any engine can do without.

Carburetor ice can form even on warm summer days. The factors involved are outside air temperature, moisture content of the air, air velocity through the venturi, and heat loss in the mixing chambers due to the normal evaporation of fuel. The ice usually starts its buildup around the throttle plate. If unchecked, it can obstruct the fuel and air flow so severely that engine failure is inevitable.

This, of course, can be prevented by preheating the incoming air supply; adding enough heat to counteract the temperature drop in the mixing chamber. But using a preheater is not as simple as you might think. Consistently high temperature will keep your induction system free of ice, but it can cause loss of power and lead to detonation and pre-ignition.

Check yourself on the following rules:

During ground operation hold air heat use to a minimum. If your pre-heat system doesn't have a filter, dirt can be sucked into the engine when operating in dirty and dusty areas. Normally the full cold position is maintained during take-off. When

the throttle is wide open, the chances of icing are less than at reduced power settings. During normal flying operations, leave the air heat control in the cold position. On damp, cold, foggy, hazy, or cloudy days keep a sharp eye open for power loss plus drop in manifold pressure and/or RPM. When and if they happen, open the throttle enough to restore normal readings and apply heat. If the power loss was due to carburetor icing, the manifold pressure and RPM will increase when the ice is disbursed.

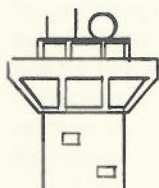
IT HAPPENED IN DECEMBER 1903

Dec. 14: Wilbur Wright made first test flight with aeroplane, traveling 35 to 40 ft. and lasting 3.5 seconds, but broke machine on landing.

Dec. 17: Orville Wright made first flight in heavier-than-air machine, rising several feet off the ground and remaining in the air 12 seconds. Three additional flights were made the same day with Orville and Wilbur taking turns at flying the machine. The last flight with Wilbur at the controls lasted 59 seconds and covered 852 feet.

Dec. 18: The Wright Brothers released the details of the flight to the press. Only three newspapers in the country carried any mention of it.

Dec. 31: Cash outlay of the Wright Brothers for building and flying their first power plane was less than \$1,000. This included their railroad fare from Dayton, Ohio to Kitty Hawk and return.



TOWER OPERATIONS

	Total Operations	Instrument Operations
OCTOBER 1975		
Billings	8,475	2,229
Great Falls	7,741	2,720
Missoula	6,516	753
Helena	4,565	654
NOVEMBER 1975		
Billings	7,835	2,114
Great Falls	6,485	2,517
Missoula	6,813	688
Helena	4,169	669

HELENA AIRPORT DISTRICT OFFICE TELEPHONE CHANGES

Effective December 22, 1975, the Airport District Office's telephone number will change from 442-5770 to 449-5271. The new number will be tied into two other lines which will ring in rotary. It is sometimes hard to get through on the 442-5770 number and hopefully this will be more efficient.

CALENDAR

January 1, 1976 — Pilot Registration due.

January 27—Golden Sentinel, FAA Rocky Mountain Region, Emerson School, Bozeman.

January 28—Golden Sentinel, FAA Rocky Mountain Region, Sentinel High School, Missoula.

January 29—Golden Sentinel, FAA Rocky Mountain Region, C. M. Russell High School, Great Falls.

January 30—Golden Sentinel, FAA Rocky Mountain Region, Flathead High School, Kalispell.

January 31 — **FINAL DATE FOR AIRCRAFT REGISTRATION.**

March 22-26 — Aerial Applicators Training Course, Montana Department of Agriculture, Bozeman.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Clifford D. Lincoln, Bozeman

PRIVATE

Dennis W. Brown, Wolf Point
David S. Brown, Billings
Charles E. Newsom, Roundup
John E. Walborn, Hardin
Michael C. Ketterling, Billings
John V. Novak, Billings
David D. Kautzman, Billings
Leroy S. Knote, Billings
Gerald A. Burke, Jr., Joliet

(Continued from Page 2)
get the necessary airport advisories. We will be following up these complaints and if we find they are valid, serious consideration will be given to either removing them from the community or relocating them within the community. We have many requests for unicoms which we are unable to fill and feel if they are not being utilized as intended, they should be placed where they can be utilized to their intended capability.

* * * * *

As the holidays are fast approaching, I would like to wish you all a Merry Christmas and a prosperous New Year and extend a cordial invitation to visit our facilities the next time you are in Helena.

(Continued from Page 7)
Walter E. Dion, Havre
Alfred H. Schmitt, Frazer
Blaine A. Krebs, Bozeman
David E. Chalmers, Choteau
Thomas R. Parnell, Harlem
Larry P. Fechter, Belgrade
Dennis F. Carver, Kalispell
Maurice E. Doucette, Bozeman
Eldon G. Post, Whitefish
Nila N. Compton, Havre
Orrin F. Ingram, Jr., Helena
James B. Fitzgerald, Shelby
Edward F. Anderson, Great Falls
Paul J. McCann, Jr., Great Falls
Jonathan P. Reinschreiber, Whitefish
James A. Root, Jr., Kalispell
John A. Welch, Hot Springs

COMMERCIAL

Richard H. Mutterer, Glasgow

Douglass R. Foster, Kamloops, B.C.,
Canada
Donald T. Morken, Polson
Ann C. Stradley, Bozeman
Harvey L. Knebel, Kalispell
Charles M. Brown, Great Falls

MULTI-ENGINE RATING

Earl E. Andrus, Jr., Missoula
David M. Tousey, Kalispell
Allan P. Turner, Missoula
Jerry J. Schiffer, Billings
Robert H. Hamlin, Billings
Sharell H. Stroh, Havre

INSTRUMENT RATING

Courtney B. Atlas, Helena (Reinstated)
Leonard L. Nelson, Great Falls
Dean K. Peterman, Missoula
Scott L. Erickson, Libby
David E. Gans, Lewistown

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



P. O. Box 1698
Helena, Montana 59601

DECEMBER, 1975

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